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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Latvian SSR)

REPORT

SUBJECT Air Force Technical School and DATE DISTR. 24 October 1960

General Information on Daugavpils *(including repair facilities for locomotives and artillery; restricted area permits for student at Air Force School)*

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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Air Force Technical School

1. The Dvina Air Force Technical School in Daugavpils (Dvinskoye Avia Tekh. Uchilishche), [] was located in the military camp in the citadel (krepost) of Daugavpils [N 55-53, E 26-32]. It was directly subordinate to Air Force Headquarters of the Soviet Army (sic) and was designed to train technical air force officers, officially for long-range air force units. Cases were known, however, where graduates were sent to medium-range units. Successful graduates received the rank of technical lieutenant. 92 52 74
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2. The school's staff, i.e., lecturers, instructors, and commanders, numbered 300. The student body consisted of 1,000 men divided into battalions; the number of battalions and companies varied from year to year. During the study year 1957/1958, the men were divided into five battalions. Each battalion contained from one to three companies and each company three platoons. Each platoon was divided into four sections. For instructional purposes, each company was divided into six study groups; each group contained 20 to 25 students. 3
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3. Since 1955/1956, only secondary school graduates had been accepted at the school. Sometimes the number of applicants for acceptance was threefold the number of vacancies. In selecting its students, the school accounted for a ten percent drop-out during the first few months of the term and, therefore, accepted more students than required (a total of about 350 students). Registration and medical examinations were held during July and August and basic training from August to October. The recruits were sworn in at the beginning of November, after which time they would begin their regular studies. 5
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4. Until 1953, the course of study lasted two years. Since that time, however, there had been a two-year course and a three-year course. Most of these

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enrolled in the two-year course were graduates of technical secondary schools connected with the aircraft industry and NCO's directed to the school by their military units. In the study year of 1957/1958, the school offered courses in engines, topography, aircraft electrical systems, radio, and photography. It was alleged that only the last two subjects would be taught in 1959. Specialized courses in aircraft electrical systems and radio (including radar) for air force officers were also held. The courses were of two, three, or six months duration and accommodated an average of 100 officers.

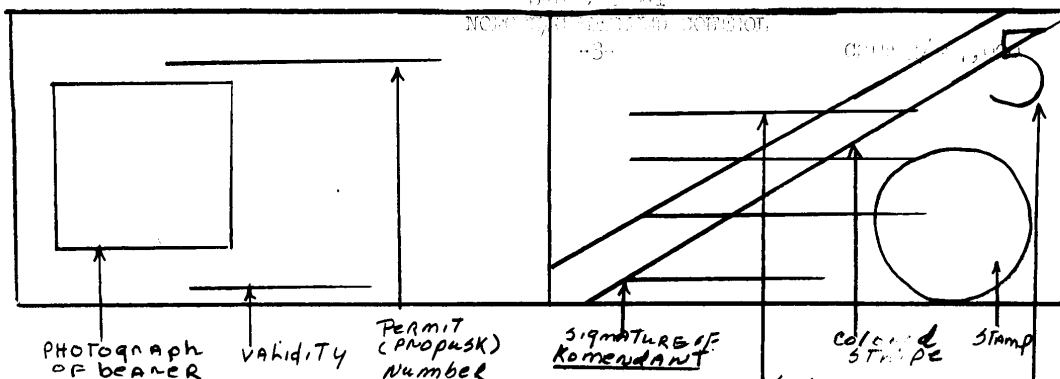
5. In 1955, three or four special study groups were organized of newly recruited graduates from technical secondary schools, ones who had majored in radio, radar, or electricity. The course lasted three years and there was talk of its being extended to four. According to rumor, the course dealt with radio communications and radar. Some of the subjects covered in this course were classified secret and, at the end of each lecture in these subjects, all the students' notes were gathered. A student who wanted to study after class could do so only in the presence of an instructor. After the examinations, all the notes were burned in the presence of a committee which included the school's field security officer. These secret lectures were held three times a week, each session lasting two hours, throughout the three-year course. The first such course ended in 1958. One of the students of this course, Moiseyev (fnu), was assigned to a unit in the Moscow Military District upon his graduation. Moiseyev, who was born in Daugavpils, had been a radio telegraphist in civilian life.
6. The rates of pay for the students were 130 rubles monthly? during the first year, 180 rubles during the second year, and 220 rubles during the third. Each student cost the ~~State~~ 335 rubles per day.(sic).
7. Entry permits at the school were of the following types:
 - a. With a green diagonal stripe - for civilian workers. It was valid for entry through the main gate and to certain installations every day of the week and at any hour of the day or night.
 - b. With a blue diagonal stripe - also for civilian employees. It was valid only on workdays, between the hours of 0900 and 1800, and for entry at the main gate.
 - c. With a red diagonal stripe - for certain officers. It was valid for entry at any time through any gate and to all installations.
 - d. With a red diagonal stripe and a number in the upper right corner - for officers. It was valid only for specific installations in accordance with the number in the corner.

The permits consisted of white paper pasted onto a hard cover. The figure below represents the actual size of the permit.

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8. The following officers of the school were reported:

- a. Maj. Gen. Sipachev (fmu), commander until 1958

SURNAME,
GIVEN NAME,
PATRONYMIC

Number
denoting
restriction
to various
installations

He was

replaced by a Ukrainian colonel

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- b. Col. Kaminskiy (fmu), deputy in charge of technical matters at the school

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- c. Col. Pilutskiy (fmu), deputy in charge of instruction at the school for many years.

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- d. Col. Spitsyn (fmu), deputy in charge of combat training at the school since 1954

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- e. Col. Shilov (fmu), commander of one of the school's battalions

- f. Lt. Col. Babak (fmu), commander of one of the school's battalions

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- g. Lt. Col. Sladkov (fmu), lecturer in photography

- h. Lt. Col. Belov (fmu), lecturer in electro-technics

- i. Lt. Col. Shmulevskiy (fmu) lecturer in radiotechnics

- j. Maj. Varshavskiy (fmu), lecturer in electro-technics

9. Other air force technical schools were known to exist at the following locations:

- a. Astrakhan, to which graduates of the Daugavpils school were sometimes sent for additional training.
- b. Tambov, which specialized in training experts in engines. A group of graduates in this field from the Daugavpils school were sent there for additional training in 1955.
- c. Riga, where there is an air force higher technical school.

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General Information on Daugavpils

10. The population of Daugavpils in 1958 was about 100,000, in contrast to the 1939 figure of about 48,000. About 40 percent of the city was destroyed in 1944. The work of rehabilitation had been continuing in recent years, particularly along ulitsa Pyatogo Avgusta.
11. Lenina, Pyatogo Avgusta, Krasnoarmeyskaya, and the street that led to the military camp at the citadel were the only thoroughfares that were surfaced with asphalt; the others were macadamized. On streets that ran from east to west, the numbers began at the western end, while on the north-south streets they began in the north. In both cases, the even numbers were on the right side when facing up the street.
12. The downtown area and the newer building sites had central sewage systems and central water supplies.
13. The streetcar network was laid after World War II and consisted of three lines:
 - a. From the tanning factory on Krasnoarmeyskaya via Saknu and Pyatogo Avgusta to the train station.
 - b. From the citadel through Tsietoksnia to the train station.
 - c. From the corner of Krasnoarmeyskaya and Ventspils via Aldonas and Pumpura to the train station.
14. The following persons in Daugavpils were reported:
 - a. Col Zakharov (fnu), deputy in charge of technical matters at the Military District Artillery Repair Base. [redacted] 50X1-HUM
 - b. Pakaln (fnu), chairman of the Municipal /City/ Executive Committee (Goriskolkom), [redacted] 50X1-HUM
 - c. Mukhin (fnu), first secretary of the City Party Committee [redacted] 50X1-HUM
 - d. Drobyazgo (fnu), second secretary of the City Party Committee [redacted]
 - e. Kats (fnu), City Prosecutor [redacted]
 - f. Chernov (fnu), City Garrison Commander [redacted]
15. [redacted]

Legend to Town Plan of Daugavpils:

1. Citadel (krepost) military camp including the Air Force Technical School.
 - A. East gate.
 - B. Main gate.
 - C. North gate.

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2. Military District Artillery Repair Base on ulitsa Pumpura. It executed repairs on guns and mortars and was directly subordinate to Artillery Headquarters of the Baltic Military District. About half of its employees were civilians. Before the Soviet occupation, the camp housed a cavalry unit.
3. Parking lot for the Military District Artillery Repair Base.
4. Military Garrison Hospital No. 1289 containing about 200 beds.
5. Air force unit.
6. Plant for the production of drive chains for motorcycles and bicycles which was built after World War II and employed about 250 workers in three shifts.
7. Daugava Athletic Club stadium.
8. Zavod Elektro-Instrument, which began production in 1951 or 1952. It employed about 300 workers and manufactured electric drills and hammers (otboyniye molotki).
9. Locomotives and Rolling Stock Repair Plant.
10. Railroad Workers Hospital.
11. City Hospital with 300 beds.
12. Childrens Hospital.
13. Maternity Hospital which, before World War II, was a Red Cross hospital.
14. Pedagogical Institute.
15. Prison.
16. City Garrison Commander.
17. City Party Committee.
18. City Executive Committee.
19. Tuberculosis Dispensary Hospital ?.
20. City Militia offices.
21. City KGB officers in the building that once housed the Polish Consulate.
22. Second Quarter Courthouse.
23. Central post office.
24. State Bank.
25. Daugavpils Office of the Latvian Directorate of Railroads.
26. Tannery and Footwear Plant. An old plant employing about 200 workers.
27. Streetcar terminal.
28. Fowl Incubator Station.
29. Novo Stroyenskiy Bazar.

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30. State Theater.
31. Daugava Movie Theater.
32. City Transport Office.
33. Railroad station.
34. Road bridge over the Daugava [Dvina] River, for vehicles and pedestrians. One-quarter of the bridge was demolished by the Germans from the Griva side and, until recently, the temporary wooden parts with which the bridge was repaired were in use.
35. New stretch of highway replacing the old winding road.

Streets

- I. Pyatogo Avgusta.
- II. Sovetskaya.
- III. Krepostnaya (Tsietoksnia).
- IV. Molodezhnaya (Jaumantes).
- V. Komsomolskaya (Komjaunatnes).
- VI. Krasnoarmeyskaya (Sarkan Armijas).
- VII. Narodnaya (Tautus).
- VIII. Zhel. Dorozhnaya (Dzelstselu).
- IX. Liepajas (sic).
- X. Lenina.

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DAUGAVPILS (DVINSK)

